



Caltrans District 4 Pedestrian Advisory Committee (PAC)
January 21, 2009, 9:30 - 11:30 AM
Meeting Summary

This PAC meeting was attended by 15 people, including the following 13 of the 17 PAC members:

Lindsay Arnold, UC Berkeley Traffic Safety Center
Wendy Atkins, City of Sonoma
Emily Avery, San Mateo County Transit District
Nancy Baer, Contra Costa Health Services
Rocky Birdsey, Marin Center for Independent Living
Michelle DeRobertis, Santa Clara Valley Transportation Authority
Tom Ford, City of Oakland resident
Eliot Hurwitz, Napa County Transportation Planning Agency
Nathan Landau, AC Transit
Robert Planthold, San Francisco resident
David Simons, David Simons, Sunnyvale resident, PAC Chair
Russ Taft, School Transportation Manager
Rochelle Wheeler, Alameda County Transportation Improvement Authority, PAC Vice Chair

The meeting began with self-introductions by attendees followed by the review and approval of the summary notes from the previous PAC meeting on October 15, 2008.

Following these items, Beth Thomas, the Caltrans staff liaison to the PAC, began to present the results of the D4 PAC Membership Survey.

However, this item was suspended so that Lee Taubeneck, the Caltrans Deputy District Director of Transportation Planning and Local Assistance, could make some remarks recognizing the role and importance of the PAC.

Rather than resume the presentation of the membership survey results, the PAC then skipped ahead to item #5 on the agenda, the presentation on the I-880/280/Stevens Creek Interchange Modification project in San Jose. This item was moved up so that Nick Saleh, a Caltrans Regional Project Manager, could give the presentation and take comments in time to attend another meeting. The PAC reviewed the project and provided comments and concerns to be given to the Project Development Team.

Next, Beth resumed the presentation of the membership survey results. This was followed by a lengthy discussion facilitated by David. The outcome of the discussion was a decision by the PAC to continue meeting quarterly, but to hold 2 to 3 separate meetings per year to review Caltrans projects, with each of these meetings covering a different geographic area of the San Francisco Bay Area, such as the north, central and south. PAC members would decide which of these meetings to attend based on the area that they represent. The recommendations and comments from each of these meetings would be forwarded to the full PAC for formal adoption.

Following this item, Beth presented a proposed grouping of District 4 Project Initiation Documents (PIDs) based on pedestrian relevance. David facilitated the discussion during which the PAC made suggestions about reorganizing some of the proposed PID groups based on their respective knowledge of the area. Specifically, the PAC asked that the State Route (SR) 29/128 intersection roundabout project be moved to Group B and that the I-80/Central Avenue interchange project be moved to Group A. The PAC also discussed the placement of the Davis Street and Marina Boulevard I-880 interchange projects in Group B, but decided to leave them where they were because the adjacent development is mostly industrial.

Beth then gave an overview of the goals, performance measures and recommendations in the California Blueprint for Bicycling & Walking (Blueprint) and the progress in implementing a number of the recommendations. Following the presentation, the PAC asked that the Caltrans Headquarters Blueprint implementation liaison (Ken McGuire) be invited to a future meeting to provide more information regarding the progress on implementing the recommendations and the reasons why some recommendations are not yet being implemented.

An opportunity for public comment followed. A comment was made that pedestrian and bicycle access across the Richmond-San Rafael Bridge needs to be provided.

The next item on the agenda was “Topics for the Next Meeting.” The PAC decided to skip this item, since the meeting’s scheduled ending time had passed and future meeting topics had already been discussed at this and previous PAC meetings. However, one of the members expressed interest in learning more about the California Strategic Highway Safety Plan (SHSP) and the implementation of its recommendations on pedestrian safety (Challenge Area 8).

Finally, one of the members made an announcement of the upcoming Office of Traffic Safety Summit in April, which was to be followed by a CalPED meeting that would include discussion on implementation of Challenge Area 8 from the SHSP.